Unisys Application Replatforming Project (UAR)   **Report as of Date:**
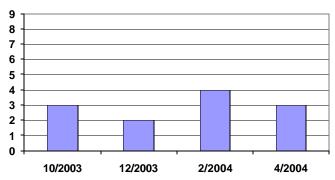**Department of Licensing (DOL)**   April 2004

Project Director: Mark Oestreich   **MOSTD Staff:** Andy Marcelia
Executive Sponsor: Bill Kehoe

Severity/Risk Rating: Medium (medium severity, medium risk)   **Oversight:** Level 2 – Staff

Overall Project Risk Assessment
Vehicles Conversion

Staff Recommendations: The project's baseline schedule has no contingency on the critical path. DOL must aggressively manage resources to stay on schedule. Any task slippage must be identified early and addressed immediately.

Issues/Risks:

- Schedule: DOL accepted the project baseline schedule. There is no contingency for unexpected delays or new, unforeseen tasks. DOL testing is behind schedule by two weeks but steps have been taken to get back on schedule. There are some non-critical tasks that are behind schedule by approximately two weeks.

- Budget/Cost: No issues/risks.

- Scope: No issues/risks.

- Resources: No issues/risks.

- Project Management/Processes: No issues/risks.

Status: The project continues to make progress according to plan. A major focus has been completing the overall project schedule that includes components for the Vehicles migration, the Drivers application migration, and the Administrative Services application migration. Fujitsu's delivery of converted code continues on schedule. DOL testing is behind schedule but steps are underway to get back on schedule. Drivers application conversion continues to get organized with application code being placed under UAR configuration management. Driver test scripts development is making good progress. And, new changes to the Vehicles system imposed by WAC rule changes from the Legislature have been adapted without impacting the project schedule. Re-work was required to integrate some WAC changes.

Overall project management and administration is good; the project manager effectively works organizational and staffing issues in order to have the right skills on the project. Processes for project tracking and oversight; budget planning and tracking; communications; risk

management; configuration management; testing; and conversion/migration process are being employed. The schedule is tracked daily. Project status meetings are held weekly. The steering committee meets monthly and includes members of the agency executive management team. This project has high visibility and support within the agency. LM and Associates, Inc., the third-party quality assurance vendor, played a major role in getting the baseline schedule completed.

- Life Cycle Stage: Vehicles code conversion development.

- Budget/Cost: The project is within budget. DOL's appropriation from the Legislature is $6,459,000. The contract with Fujitsu is for $3,389,000. Expenditures as of April 9, 2004 total $1,180,873.

- Schedule:

Phase	Application	Start Date	Scheduled Completion	Actual Completion	Status
I (Pilot)	Implement Vessels	Aug 2003	Dec 2003	Dec 2003	Complete
II	Vehicles Plan	Dec 2003	Jan 2004	Jan 2004	Complete
	Detail Planning	Feb 2004	Mar 2004	Mar 2004	Complete
III	Implement Vehicles	Jan 2004	Jun 2004		In Process
IV	Implement Drivers	Jul 2004	Jan 2005		In Process
V	Implement Revenue	Jan 2005	May 2005		
Closure			Jun 2005		

Background Information

Description: The 2003 Legislature authorized the Department of Licensing (DOL) to migrate its computer applications from a Unisys mainframe platform to a server-based computing environment to reduce costs and improve productivity. This project will transform and replatform 35 computer applications with over 1.0 million lines of code and the associated data from Unisys 2200 mainframe systems to DOL's standard Microsoft Windows and Microsoft SQL server-based computing environment. DOL's objective is to complete all replatforming and have all applications in routine operation in the Windows environment by May 31, 2005.

Following a Request for Proposal process, DOL selected Fujitsu to assist the agency in moving and replatforming all production application code and data from current Unisys 2200 systems to a Microsoft Windows environment, using (preferably) a .NET-compliant version of COBOL or Visual Basic, with Microsoft SQL Server as the data repository.
Technology: The hardware platform will support a Microsoft Windows environment, using NetCOBOL for .net with Microsoft SQL Server as the data repository. Screens will be server-based ASP.net, but will look like the current screens.

Related Projects: The 2004 Legislature, through the Transportation Budget, appropriated $433,000 for the DOL to establish a disaster recovery capability within their Union Gap, WA facility. This will provide a disaster recovery facility for the vessel, vehicle, driver, and administrative systems that are migrated off of the Unisys mainframe system.